

**CAPSTONE INDUSTRY COUNCIL MEETING
MINUTES
March 14, 2007**

The Alaskan Capstone Industry Council met at the Alaska DOT/PF Building on March 14, 2007, at 8:00 am.

The following agenda items were presented:

0800 – 0945 Information Sharing

Opening	Jere Hayslett
Operational Update	Jere Hayslett
WAAS Update	JoAnn Ford

0945 – 1000 Industry Feedback (Round Table)

Information Sharing

Opening

Jere Hayslett, Surveillance and Broadcast Services (SBS)/Capstone Project Manager, opened the meeting and welcomed those in attendance. Jere stated that he would be supporting aviation safety in Alaska through the SBS/Capstone Project Office, as well as providing support to the national SBS Program Office and the Western Service Area for ATO-E. He went on to say that the FAA's goal was to continue moving aviation safety forward in the state of Alaska as well as at the national level.

Air Traffic Organization (ATO) Metrics – Jere Hayslett

Jere provided a briefing on the ATO Metrics.

Jim Ceiplak noted that these metrics were not related to pilot error or pilot safety, and added that CFIT, air-to-air, and traffic avoidance metrics were not listed. Jim recommended creating an action item for the industry, SBS/Capstone Project Office and NIOSH, to look at safety in the state of Alaska and identify a list of metrics that will work for the controllers and pilots alike.

Arthur Sullivan, SBS Program Office, mentioned that there were some high level metrics that were captured as part of the Administrators Flight Plan in regard to accidents in Alaska. JoAnn Ford added that Navigation also has metrics that are directly related to safety and the continued use of technology that is available today.

Dan Perry, Flight Standards, suggested that the metrics were not blended and that questionable data was being presented as fact. He emphasized the need for the FAA and the community to work closely together.

Organization – Jere Hayslett

Jere presented the SBS Organizational Structure and explained how the positions (FAA and contract personnel) and the local office were matrixed into the functional areas of the program office at headquarters. The SBS/Capstone Project Office will provide more specific contact information for individuals as soon as possible, both on the web site and through email.

Phase I (YK Delta)

Approach Control at Bethel

ATO-T is assessing the Bethel Approach Control. Status updates will be briefed as new information becomes available.

Expansion of Surveillance Services – Lari Belisle/Jim Hill

Phase I:

Lari reported that the Separation Safety Workgroup is currently going through a safety system management process to determine when ZAN AT can apply ADS-B separation standards beyond the current designated area. The objective is to get authorization to use ADS-B within the Anchorage FIR as the primary display source of surveillance. Lari reported that the current NCP would expire in June; however, ATO-E is working with AOV to expand critical services to Southeast Alaska.

Phase II (Southeast Alaska) Update - Jere Hayslett

Ground Stations

- 11 Ground Stations are currently providing essential services.
- All Ground Stations (14) in SE Alaska will be providing essential services: August 2007
- Critical Services: June 2008 (assumes MEARTS adaptation June 2008)

Jim Wilson asked why two GBT sites were scheduled to go in at sea level when (within the line of site) a microwave link was already in place from a mountaintop to the location. Walter Combs responded that the power system would have to be upgraded at Mt. Altop and that it was a Coast Guard facility. There was not enough power available to install the system and have it work there. Little Port Walter was the same situation, so a determination was made to go to Port Alexander. Walter emphasized that a number of factors were considered when selecting sites.

Wide Area Multilateration (WAM) Tentative Schedule Dates

Multilateration (MLAT)

- Upgrade: December 2007
- Test: March 2008

Separation Standards

- MLAT to Radar: July 2008
- MLAT to MLAT: July 2008
- ADS-B to MLAT: August 2008

Jim Cieplak inquired about why WAM was being installed in JNU and what it would be used for. Lari Belisle responded that Air Traffic wrote requirements for surveillance needs for the JNU area. Air Traffic does not determine the type of surveillance, only the areas where surveillance is needed. The JNU Multilateration (MLAT) is not just an Alaska project, it is a national effort, and could possibly be used in the NAS architecture down the road.

There were some concerns about whether the FAA had done a benefits cost ratio analysis on the MLAT services in JNU. Dan Howell commented from the teleconference bridge that he had worked on the MLAT business case. On its own, it was not beneficial; however, the justification for keeping it in the SBS program was to use it for backup in case of ADS-B failure. MLAT was chosen to provide interim surveillance in the JNU area.

Chelton Bravo 6.0 Update

August Asay reported that Chelton had announced that they were updating and testing their software to interface with Garmin by September 2007. August was planning to attend the second Chelton audit. The last two audits will be held simultaneously right before certification.

MOA (Memorandum of Agreement) Update

Jere Hayslett recapped the MOA deliverables and announced that he would be the FAA co-chair for the Agreement Implementation Committee (AIC). Dee Hanson and Karen Casanovas will be the co-chairs for the industry side of the AIC. April 27, 2007, is the due date for the AIC's initial planning document to be presented to the SBS Program Office. May 25, 2007, is the date for approval of the final document to be incorporated into the baseline for the JRC plan that will be presented in July 2007.

Karen Casanovas explained MOA and AIC efforts and provided a status update on current activities. A group of industry representatives and the FAA negotiated the MOA. Since then, the industry has met once to discuss what they would like to see in regards to the MOA and how they plan to govern the AIC. In the previous week's meeting, the following sub groups for the AIC were established: 1) **Planning** - this group will draft the language; 2) **Avionics Equipage Team** - consisting of individuals who will work with the pilots and on training and maintenance activities; 3) **Ground Infrastructure Team** – individuals who will develop a plan for implementation of ground infrastructure, including Ground Stations and IFR Airport upgrades; and 4) **Outreach/Education Team**. Once the teams are developed, meetings will be held every Thursday at 1:00 p.m. at the Airmen's office until a plan is developed. Jim Cieplak will be developing the draft document and leading that group. The draft document will be posted on both the Airmen's and Air Carriers web sites. The goal is to have a joint document developed between the industry and the FAA. For now, the AIC team is comprised strictly of those who have signed the MOA; however, the committee chairs can approve others to work

on the team. People with general questions may be able to dial-in (details to be provided later) during the drafting process.

Jere Hayslett stated that through the AIC they were looking for input from the industry to get cost benefit ratio for additional sites, equipage, etc., as outlined in the MOA. He stressed that the FAA has to obtain the approval in July for the final JRC, which is dependant on the AIC and plan that the FAA and industry approve together.

Segment 1 (Phase III) Statewide GBT Coverage

Jere Hayslett and Jim Hill reviewed the predicted GBT coverage areas that will be baselined in the July JRC

Route Structures

Lari Belisle reported that a work group was assembled to reassess what was done in the past concerning where routes were needed. The intent is to have the package completed by September 2009 for development of procedures in conjunction with SBS for separation standards in an IFR non-radar environment. The goal is to get an RNAV structure for all of Alaska similar to that approved for SE Alaska.

WAAS Update – JoAnn Ford

JoAnn Ford presented the WAAS update with respect to Navigation Services activities with Nav-Aid divestments and transitioning. She also reported on the status of the goals that have been met from the Administrator's Flight Plan. The publishing of the VFR advisory routes in the Alaska Supplement was accomplished ahead of schedule.

JoAnn stated that she had conducted one meeting with a very small core group in Washington, D.C., to explore the plausibility, including the pros and cons, of a VFR helicopter chart for Juneau. This group included the charting group, procedures staff and some of the Flight Standards staff. JoAnn also had the opportunity to meet with some of the helicopter operators that operate out of Juneau while she was in Orlando, FL, attending HAI. She explained that she wanted to make sure that the interest was still there in regards to creating these routes. She expects to have another meeting on this issue in the near future. The next meeting for the Administrator's Vertical Flight Committee is scheduled for April 2007, and JoAnn will be attending this meeting. She noted that these meetings were a very good vehicle for making the things that count happen in the appropriate lines of business within the FAA concerning Vertical Flight.

A slide was shown depicting locations of all of the GBTs with WAAS capabilities in the state of Alaska. JoAnn went over the schedule for software releases, noting that they were on-track. WAAS software releases versions 5 and 6 are most important to Alaska, and the DEC release of the software (holding the greatest WAAS benefits to date for AK) is on track. All other releases have benefits for the Lower 48, but not the state of Alaska.

Another slide was presented depicting the current areas of WAAS coverage in Alaska. JoAnn wrapped up by reporting that the RAPT was still on-track.

- **Alaskan Airports VFR – IFR Improvements**

- Capstone/SBS initiative: Dec 2006 Alaska RAPT approved list of 22 airports for surveys TBC NLT Sept 2007 (resulted in substitution of two airports from the original list due to FAA & AK Airports Divisions rec.) (List is provided on Power Point slides.)
 - Awaiting letters/documents from Alaska DOT ref. approval of airports.
- FAA Airports Div. scheduling additional LPV surveys, to be funded thru Airport Improvement Plan funding:
 - Galena (GAL) RWY 7 & 25
 - Illiamna (ILI) RWY 17 & 35
 - King Salmon (AKN) RWY 29
 - Point Hope (PHO) RWY 19

Procedures will be developed only after thorough coordination with ALL parties is completed.
(** additional coordination/substitution warranted)

Next Meeting

The next Industry Council meeting will be held April 11, 2007, at 8 AM at the State DOT Building on Lake Hood, in Anchorage AK.